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# US 219 REVIEW
## Meyersdale to I-68

## What's Next for the Project?

Since the public meeting, the Project Team has been completing the detailed fieldwork for Alternatives A, D and E. The team will consider this information, along with the recommendations made at the public meetings and by the state and federal resource agencies, in adjusting the alignments to avoid or minimize impacts to as many of the resources as possible. These resources include houses, businesses, wetlands, farm fields, and historic resources to name a few. This is the point in the study where minimizing effects upon resources is most sensitive. It is very unlikely that an alternative can be designed with no impacts to any resources, so the Project Team will design an alternative that best balances the effects.

Alternatives A, D and E will be analyzed in a Draft Environmental Impact Statement (DEIS), which is the highest level of environmental document required under the National Environmental Policy Act (NEPA) of 1969.

The DEIS will describe the existing environment, explain the alternatives analysis process, and discuss the impacts of each alternative on various resources. It is the intent of the document to provide a comparative description of the alternatives and the associated impacts of each and to identify the alternative(s) with the least overall impact that meets the stated projects needs. The project Team will begin to prepare this document in the spring.

It is anticipated that the DEIS will be approved for circulation in Fall 2004. At that time, it will be made available for public review and comment by being placed in local repositories such as schools and municipal buildings. Following the release of the DEIS, a formal public hearing will be held at which time members of the public can give formal testimony regarding the project.

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|---|---|
| Public Meeting No. 1 | June 2002 |
| Mapping Features/Data Collection | Spring/Summer 2002 |
| Traffic Forecast Update | Summer 2002 |
| Website and Newsletter | Summer 2002 |
| Preliminary Corridors Identified | Fall 2002 |
| Public Meeting No. 2 | February 2003 |
| Public Meeting No. 3 | November 2003 |
| Detailed Studies of Remaining Alternatives | Fall 2003 to Summer 2004 |
| Draft *EIS/Public Hearing | Fall 2004 |
| Final *EIS | Mid 2005 |
| Environmental Approval | Early 2006 |
| Final Design | |
| Right-of-Way Acquisition | |
| Construction | |

WE ARE HERE

*Environmental Impact Statement

## Contact Us

Stay involved in the US 219 Meyersdale to I-68 project.
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## Public Meeting Overview

The Pennsylvania Department of Transportation (PENNDOT), Maryland State Highway Administration (MDSHA) and The Federal Highway Administration (FHWA) welcomed more than 200 members of the community to an Open House Public Meeting on November 6, 2003 at the Salisbury Borough Building, Salisbury, Pennsylvania.

The purpose of this meeting was to present updated project information, view proposed alternatives and potential local access interchange locations, educate and gain input from the public and work with the public to identify areas of interest and concern. In addition, the public had an opportunity to speak one-on-one with Project Team members during the meeting. A Public Officials Briefing preceded the Public Meeting.

Six Preliminary Alternatives were developed from four initial corridors. At the public meeting, the general public reviewed the results of comparisons among the six Preliminary Alternatives, including the potential impacts to community, cultural resources including historic structures and environmental resources. Based on those comparisons, it was determined tha Alternatives A, D and E best balanced impacts to resources and, therefore would be carried forward for detailed analysis.

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## Public Comments

At the Public Meeting's welcome station, comment forms and a map identifying the alternatives and local access interchange locations were distributed. As of November 18, 2003, 44 comment forms were received and reviewed by the Project Team. The following is an overview of the information received:

When asked about Alternatives A, D, E and the no-build, which will be carried forward to detailed analysis, 53 percent of respondents found Alternative E to be the most favorable; Alternative D was second at 19 percent, Alternative A was third at 15 percent and the no-build was the least favorable at 13 percent. Respondents commented that Alternative E was favored because of its low impact to homes and farms. Alternatives A and D received negative comments regarding impacts to homes.

The Project Team developed several local access interchange considerations near Salisbury for each alternative. Alternative A is the only alternative that offers two choices for a local access interchange location. When asked which interchange location is more favorable, 57 percent favored the location north of Salisbury, while 43 percent favored the southern location.

When asked about the local access interchange location associated with Alternative D, 51 percent favored the location.

Fifty-three percent (53%) of respondents favored the local access interchange location associated with Alternative E although several comments were received stating that this location was too far from Salisbury.

Fifteen (15) respondents commented that a local access interchange to Salisbury is not favorable.

Several comments were received regarding concern for the Salisbury water supply, historic properties and farmlands. For more information regarding the Salisbury Water Supply please read the article, 'Salisbury Water Supply' on page 2 of this newsletter.

Comments from the Public Meeting will be incorporated during the Detailed Alternatives Analysis Phase.

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US 219

## Salisbury Water Supply

Many residents of the Salisbury area have expressed concern regarding their potable water supply. The Project Team is aware of the location of Findlay Spring and the supply line to Salisbury's reservoir. Both features have been located in the project's Geographic Information System (GIS), which is the database for the project's mapping. We are aware that the water from Findlay Spring is not affected by drought, maintains a constant flow of 90 gallons per minute, and is of very high quality requiring only imposed chlorination by state law. The spring serves 675 people and flows by gravity to the 90,000 gallon reservoir, constructed in 1938, located in the northeastern section of Salisbury. A 160,000 gallon water tank was constructed next to the reservoir approximately eight years ago.

Findlay Spring originates from the Loyalhanna Limestone bedrock. According to the Project Team's geologists, the Loyalhanna Limestone would be lower than any highway cut required even for Alternative E, which is along Meadow Mountain's western ridgeline. Therefore, no highway cuts would be expected to affect the spring or its water supply. Additionally, the runoff from the proposed highway would flow westward, away from the spring.

The recently replaced waterline is a six-inch diameter pipe, approximately three and a half miles in length. It is buried three feet at most locations; however, in some locations the waterline is visible at the surface. Based on information provided by the Borough, the team has mapped the location of the waterline. During design of the preferred alternative, which will be documented in the Environmental Impact Statement (EIS), the engineers will incorporate design measures to minimize impacts to Findlay Spring.

## Detailed Field Studies

As part of the ongoing analysis of the proposed alternatives, the Project Team has been collecting more detailed information on the project area. Detailed delineations of the wetlands located along each of the alternatives have been completed, along with collection of in depth stream data concerning water quality and aquatic life. Field studies have been completed that have allowed the team to determine properties in the project area that might be eligible for listing on the National Register of Historic Places.

Potential areas of concern regarding soil or water contamination have also been identified. On-going detailed studies to be completed in the next few months include a second round of interviews with affected farm operators and exploration of the area's geology through actual core borings and geophysical surveys. All of the detailed information will be factored into the analysis of the project alternatives and documented in the EIS.

## The Project Team has been Staking the Alternatives…

Many of you may have seen wooden stakes with different colored flagging placed in the ground throughout the project area. Members of the US 219 Project Team have been in the field staking the centerline of Alternatives A, D and E which were presented at the November 6, 2003 public meeting as those alternatives that are going to be studied in detail. The purpose of flagging those alternatives is to help the other members of the project team when conducting detailed field studies such as wetland identification, terrestrial habitat assessments and geophysical work. It also allows the engineers to gain a feel for the landscape and where the alternatives would be positioned based on the engineering layout. If the stakes are causing an inconvenience, especially for area farmers, please remove them but leave a line of sight between two immediately adjacent stakes. Please feel free to contact Dawn Noel at (814) 471-2870 for more information.

## Alternatives Carried Forward into Detailed Study

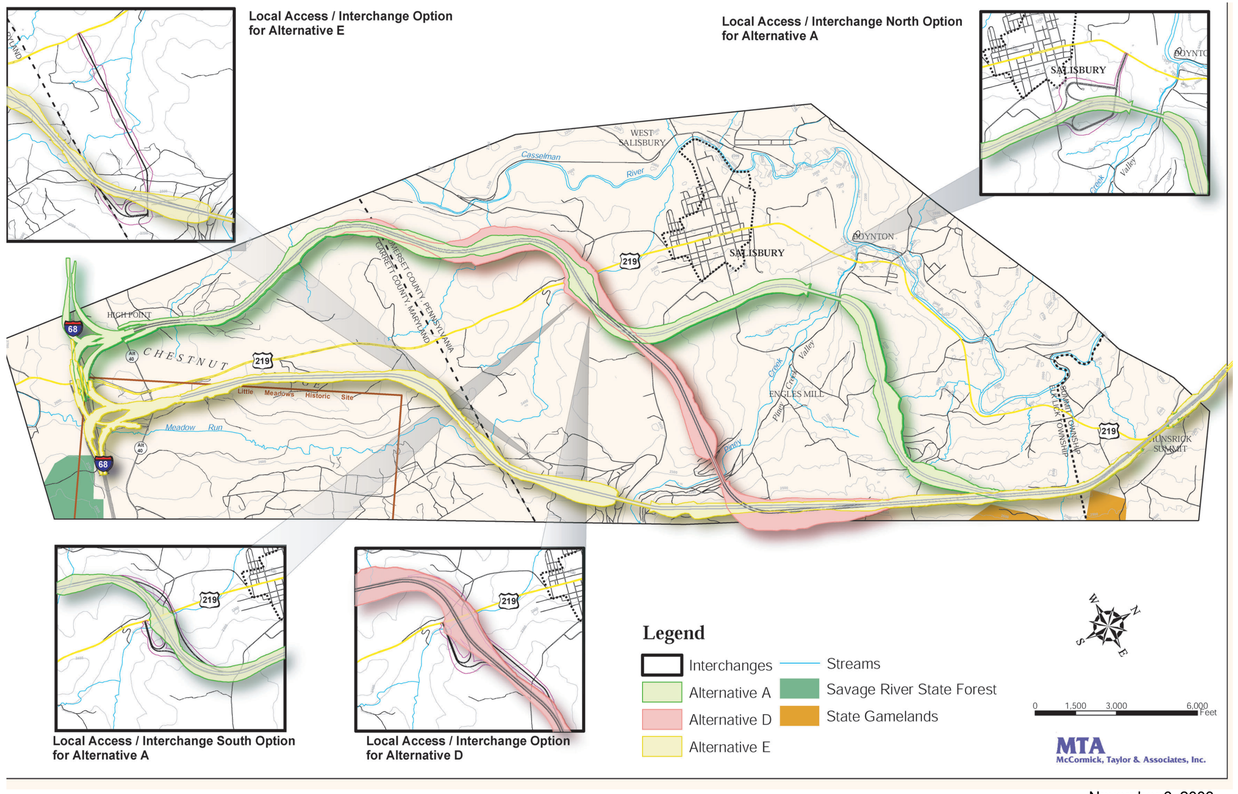
Based on preliminary environmental analysis and public input, the Project Team has identified three alternatives for Detailed Analysis. Engineering and environmental studies will be conducted on Alternatives A, D and E in further detail. These alternatives, together with options for local access are shown on the map to the right. Adjustment and refinements may be made based upon that information.

Options for local access interchanges were provided with each alternative. Alternative A is the only alternative with two access options; however, only one of these interchanges would be constructed. Access to local US 219 in the Salisbury area can be achieved at two possible locations: south or north of Salisbury. The first option is located approximately ½ mile south of Salisbury and would provide the needed access for residents along the corridor. The configuration of this interchange would minimize the impact to the Alverno Friary, which has been identified as potentially eligible for listing on the National Register of Historic Places. The second option is located just northeast of Salisbury and is a partial cloverleaf interchange adjacent to the Keystone Opportunity Zone. This interchange option would require an access road to be constructed that would form a "T" intersection with local US 219.

One option exists for a local access interchange with Alternative D. This interchange is the same design and in the same location as the southern interchange for Alternative A.

Local access between Alternative E and existing US 219 would involve construction of an interchange south of Piney Creek to minimize the number of structures crossing the creek. The interchange would be located just north of the state line and would require a 1.6 mile access road from the interchange to existing US 219. This interchange location would not provide direct access to Salisbury.

## Alternatives Carried Forward into Detailed Study




November 6, 2003